

# UDOT'S Guidelines for Bicycle and Pedestrian Accommodations

## Introduction

The purpose of this document is to assist project personnel with resources and a description of UDOT's responsibilities in providing accommodations for pedestrians and bicyclists.

For assistance in completing this document contact UDOT's Bicycle and Pedestrian Coordinator.

### **UDOT's Guidelines for Bicycle and Pedestrian Accommodations**

#### **Urban and Rural Freeways and Limited Access Highways**

Bicycles and pedestrians are not allowed on urban area freeways where alternate routes are available and accommodations are not required. Where they are permitted on rural freeways, special attention should be given to rumble strip application and shoulders. For a listing of bicycle and pedestrian restricted locations on state routes, see the Restrictions map on the UDOT web site at [www.udot.utah.gov/walkingandbiking](http://www.udot.utah.gov/walkingandbiking) then select Online Maps.

#### **Urban and Rural Arterials**

Pedestrian use of highway right-of-way is common within cities and towns; and Utah Code defines bicycles as vehicles. Every effort should be made to include bicycle and pedestrian accommodations in all new construction and reconstruction projects on the state system. The specific level of accommodation will vary by project and should be determined by the Project Team, including the UDOT Bicycle and Pedestrian Coordinator.

#### Reference:

##### UDOT Policy 07-117: Routine Accommodations for Bicyclists and Pedestrians

An accommodation is defined as any facility, design feature, operational change, or maintenance activity that improves the environment in which bicyclists and pedestrians travel. Examples of such accommodations include the provision of bike lanes, sidewalks, signs, and the addition of paved shoulders. Bicycling and walking are successfully accommodated when travel by these modes is efficient and safe for the public. The level of accommodation should be considered on a project-by-project basis.

# Bicycle and Pedestrian Accommodations

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_

Project Name \_\_\_\_\_ Project Number \_\_\_\_\_

SR \_\_\_\_\_ Begin MP \_\_\_\_\_ End MP \_\_\_\_\_

Scope of Project \_\_\_\_\_

Construction Year: \_\_\_\_\_

If the Project meets the criteria described in UDOT's Guidelines for Bicycle and Pedestrian Accommodations, every effort should be made to include bicycle and pedestrian accommodations in the project. The Project Team should use the following information and questions to facilitate discussion in determining the level of accommodations for bicyclists and pedestrians.

Planning and Bicycle & Pedestrian Coordinator Considerations	
Questions	Comments
Is the transportation facility included in or related to bicycle and pedestrian facilities identified in a master plan? <ul style="list-style-type: none"> <li>• MPO bike/pedestrian plan</li> <li>• Local Planning Documents</li> <li>• UDOT Statewide Pedestrian and Bicycle Plan</li> </ul>	
Is the transportation facility included in or related to a regional/local recreational plan? <ul style="list-style-type: none"> <li>• Rails-to-Trails</li> <li>• Greenways</li> <li>• Local, State, National Parks</li> </ul>	
Will the transportation facility provide continuity and linkages with existing or proposed bicycle/pedestrian facilities?	
Is the transportation facility: <ul style="list-style-type: none"> <li>• A scenic byway</li> <li>• Near schools</li> <li>• Part of a trail network interconnect</li> </ul>	
Does the existing transportation facility provide the only convenient transportation connection/linkage between land uses in the local area or region?	
Do bicycle/pedestrian groups regularly use the transportation facility? <ul style="list-style-type: none"> <li>• Bicycle commuters; bike clubs; bicycle touring groups.</li> <li>• Hiking, walking, or running clubs.</li> <li>• Skateboarding or rollerblading groups</li> <li>• General tourism/sightseeing</li> </ul>	

Traffic & Safety Considerations	
Questions	Comments
Is there a high incidence of bicycle/pedestrian crashes in the area?	
Are there physical or perceived impediments to bicycle or pedestrian use of the transportation facility?	
Existing and Future Context Considerations	
Questions	Comments
Is the transportation facility in an existing or future high-density land use area that has pedestrian/bike/motor vehicle traffic	
Is the transportation facility the "main street" in a community or town?	
Is the transportation facility in close proximity to schools, hospitals, elderly care facilities, or the residences or businesses of persons with disabilities?	
Multi-modal Considerations (pedestrians, bicycles, transit)	
Questions	Comments
Is there a high amount of crossing activity at intersections or midblocks? Is there a high amount of night crossing activity? Is there adequate lighting?	
Are sidewalks needed in the area? <ul style="list-style-type: none"> <li>• Are there worn paths along the facility?</li> <li>• Do adjacent land uses generate pedestrian traffic?</li> <li>• Are there possible linkages/continuity with other pedestrian facilities?</li> <li>• Are there any schools nearby?</li> </ul>	
Is the transportation facility in close proximity to transit stops or multi-modal centers (including airports, rail stations, intercity bus terminals, and water ports)?	
Is the transportation facility on an existing transit route or near park and ride lots?	
Are there existing or proposed bicycle racks, shelters or parking available?	

Upon consideration of the information above, the Project Team will determine the appropriate level of bicycle and pedestrian accommodations that will be included in the Project.

When determining the appropriate type of accommodations for a bicycle and pedestrian facility, the Project Team should seek guidance from UDOT Standard Drawings, Roadway Design Manual of Instruction, the AASHTO Guide for the Development of Bicycle Facilities, and the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.

If bicycle and pedestrian accommodations cannot be included in this project, please select from the following as reasonable justification:

- The project is for pavement preservation only\* \_\_\_\_\_
- Non-motorized travel is prohibited \_\_\_\_\_
- Cost prohibitive \_\_\_\_\_
- Not warranted at this location \_\_\_\_\_  
Briefly describe the reasons why not (sparsity of population, no known usage by bicyclists or pedestrians, or other factors that indicate absence of need)  
\_\_\_\_\_
- Other \_\_\_\_\_

\*Relocation of shoulder striping may be appropriate on preservation projects, if acceptable to the traffic engineer.

## **Bicycle and Pedestrian Accommodations**

### Design Phase

Review the Concept Report for Bicycle and Pedestrian Accommodations. If no Concept Report exists, complete the Bicycle and Pedestrian Accommodations questionnaire and incorporate the accommodations into the scope of the project. Also, consider, and if necessary, design for existing bicycle and pedestrian accommodations required during the construction of the project.

## **Bicycle and Pedestrian Accommodations**

### **Final Design Phase**

Provide detailed specifications for accommodating bicyclists and pedestrians during the Construction Phase of the project.

#### **References:**

Utah Code      72-8-105: Pedestrian safety to be considered in highway planning.

UDOT Policy    08A-2: Pedestrian Safety Facilities on Construction Projects